(e) Following steps are being taken to prevent such incidents in future:-

1. Frequent drives are being conducted by Railway Protection Force against roof travellers to prevent such incidents.

2. Escorting staff are being briefed regularly to check such incidents during train escorting duty.

3. Supervisory staff are also conducting frequent surprise checks to prevent such incidents.

4. Action is being taken under section 156 of the Railways Act against the roof travellers.

5. Security personnel have been advised to be more vigilant to prevent such incidents in future.

6. Railway Protection Force, Government Railway Police and Commercial staff, where available, are advised not to allow any person to board on the roof of the train.

Unused railway land

†90. SHRI JAI PARKASH AGGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry proposes to give its unused land to the State Governments at their request for introducing new schemes and developing the same;

(b) if so, the details thereof;

(c) the extent of such land comes under each State;

(d) whether Government proposes to give this unused land on lease to the families living thereon; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. The vacant railway land is required by Railways for its future development works. However, till such time, the land is required by Railways for its own operational use, the same is put to various short-term uses like commercial licensing, commercial plantation, Grow More Food (GMF) scheme, etc. In addition, where potential exists it is proposed to undertake commercial development of land through Rail Land Development Authority (RLDA).

(d) No, Sir.

(e) Does not arise.

Manufacturing capacity during eleventh five year plan

91. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) the targets set for manufacturing of wagons, coaches, electric engines, diesel engines,

†Original notice of the question was received in Hindi.

EMU, MMU, DMU during the Eleventh Five Year Plan and the names of places where they are being manufactured at present and their manufacturing capacity;

(b) whether any plan has been prepared to augment the manufacturing capacity of these units; and

(c) whether participation of private sector would sought for their manufacturing?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The targets set for manufacturing of Wagons, Coaches, Electric Engines, Diesel Engines, EMU, MEMU, DMU during the 11th Five Year Plan are as under:-

Rolling Stock	Target
Wagons	62,000
Coaches	17,500
Electric Engines	1,800
Diesel Engines	1,800
Electric Multiple Unit (EMU), Mainline Electric	5,000
Multiple Unit (MEMU), Diesel Multiple Unit(DMU)	

The place of manufacture and capacity of the rolling stock mentioned above are as follows:-

	Rolling Stock	Location	Capacity
1	Coaches, EMU, MEMU, DMU	Integral Coach Factory, Chennai Rail Coach Factory, Kapurthala	1000 Coaches 1000 Coaches
2.	Electric Locomotives	Chittaranjan Locomotive Works, Chittaranjan	150 Locomotives
3.	Diesel Locomotives	Diesel Locomotive Works, Varanasi	150 Locomotives

Other than these, coaches are also being manufactured by M/s BEML, Bangalore in the Public Sector. Orders have also been placed for manufacturing of EMUs on manufacturers in the Public/Private Sector through the open tendering mode. Wagons are being manufactured in 5 Railway Workshops, 6 Public Sector Units and 7 Private Sector Units. In 2007-08, approximately 15000 wagons were manufactured by these 18 Units. The existing manufacturing capacity of wagons per annum in Railway Workshops is as follows:-

i) Jamalpur Workshop - 120 wagons ii) Samastipur Workshop- 300 wagons iii) Amritsar Workshop -300 wagons iv) Golden Rock Workshop, Tamil Nadu - 450 wagons and v) Hubli Workshop- 120 wagons.

(b) Yes, Sir. Works have been sanctioned to increase the installed production capacities of the Railway Production Units/Workshops as mentioned below:-

- **Integral Coach Factory, Chennai and Rail Coach Factory, Kapurthala**: 1000 coaches to 1 500 coaches per annum each.

- **Chittaranjan Locomotive Works, Chittaranjan and Diesel Locomotive Works, Varanasi:** 150 locomotives to 200 locomotives per annum each.
- **Railway Workshops for Wagon Manufacturing:** i) Jamalpur Workshop - 120 to 540 wagons ii) Golden Rock Workshop, Tamil Nadu - 450 to 800 wagons and iii) Hubli Workshop- 120 to 180 wagons.

(c) Private participation is being sought in Greenfield Manufacturing Units being set up at Marhowra for Diesel Locomotives and Madhepura for Electric Locomotives.

Tenders for dedicated corridors

†92. SHRI SHREEGOPAL VYAS:
SHRI BALAVANT *ALIAS* BAL APTE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether tenders for dedicated corridors have been received;

(b) the names of places where such systems exist in the world; and

(c) the details of the number of corridors proposed to be constructed and the time by when they are targeted to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Tenders for construction work on Dedicated Freight Corridors have been received on the following two Sections:-

(i) Sonnagar- Mugalsarai (Eastern Corridor)

(ii) Major and minor bridges between Vaitarana-Surat (Western Corridor).

(b) Many countries have been running heavy haul and long haul freight trains on dedicated freight lines. Major projects are under operation in United States of America (USA), Canada, Brazil, South Africa, Australia and New Zealand.

(c) The Government of India has approved the construction of Dedicated Freight Corridor Projects on Eastern Route (Ludhiana-Dankuni) and Western Route (Jawaharlal Nehru Port near Mumbai to Dadri/Tughlakabad). They are targeted for completion in about 5 years from the start of construction of the Project.

Private investment in new railway lines

93. SHRI GIREESH KUMAR SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have agreed to rope in private players to improve freight connectivity;

(b) if so, whether the models allow private players for the first tune to develop tracks on their own and avail freight rebate on traffic;

(c) whether Railways would acquire land, the cost of which would have to be paid by the participants;

(d) whether Railways have finalized the policy for investment in link lines with two options, advance contribution model and SPV;

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†Original notice of the question was received in Hindi.